III. IMPLEMENTATION

DETAILING OF THE PLAN:

For the proper administration of subdivision regulations and to obtain more accurate cost estimates of proposed facilities, it would be desirable that the plan be detailed to the extent that preliminary designs of proposed facilities are delineated on topographic mapping of a horizontal scale of 1" = 100' or 1" = 200'. Such preliminary design would more fully indicate the nature of proposed improvements, right-of-way needs, and the effect of proposed improvements on adjacent properties. This detailing of the plan could be accomplished by the City, or by a consultant employed by the City. On key major thoroughfares, the City may also request that NCDOT assist in providing a functional design. It is important to note that if federal funds are to be used to construct the project, the NEPA process must still be followed. The design, will therefore, be one of the alternatives considered in the NEPA document. The environmental screening and level of detail provided in a functional design typically results in selection of a design which is consistent with the approved corridor in the NEPA document.

CONSTRUCTION PRIORITIES:

Construction priorities depend on the potential that proposed projects have to satisfy various objectives. Some of the most important objectives are **(1)** improvement of the State's arterial system; **(2)** cost effective improvement of the safety and level-of-service of all roads and highways on the State system; **(3)** encouragement of economic development; **(4)** preservation of the environment; and **(5)** fair and equitable allocation of project funding.

ENVIRONMENTAL CONCERNS:

Environmental factors considered in highway project evaluation can be divided into three categories -- physical, social/cultural, and economic. Factors from these categories are utilized in the benefits analysis. These primary environmental factors are discussed in more detail in Chapter VII. The relative environmental impact of a project is subjectively measured by summing the positive and negative impacts on various environmental factors.

The economic impact of a project is an estimate of the probability that the project will stimulate economic growth in the planning area. This probability is subjectively calculated based on knowledge of the project, local development characteristics, and land development potential. The probability of economic development is then rated on a scale of 0.00 (none) to 1.00 (excellent). **Table 1** contains the calculated environmental and economic impacts for each of the major projects.